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FEB 1952 51-4AA

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

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INFORMATION REPORT

REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 3 July 1952

SUBJECT Miscellaneous Railroad Information

NO. OF PAGES 3

DATE OF
INFO.NO. OF ENCLS.
(LISTED BELOW)PLACE
ACQUIREDSUPPLEMENT TO
REPORT NO.

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1. Track and bridge constructional worka. Eberswalde loop line

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Work on clearing the marshy sites is still in progress.* The track-raising project has been completed. Two points have been installed at Britz station and 200 meters of track have been laid. A beginning has been made in laying the track from Britz station in the direction of Eberswalde; so far, a length of 200 meters has been laid. Rails and sleepers for the loop line have arrived. Work on the bridge over the Finow Canal and on the signal boxes at Britz station and the branch line to Forst is being continued.

b. Oder bridge at Frankfurt

The present state of progress is as follows:

No. 1 constructional project	-	80% complete
No. 2 " "	-	20% of the new part is complete
No. 3 " "	-	70% of the new part has been installed
No. 4 " "	-	A beginning has been made in dismantling the damaged parts.
No. 10 " "	-	20% installed

c. Oder bridge at Kuestrin

The present state of progress:

No. 4a constructional project - Workshop work 85% complete
Installation work 60% complete.

25 YEAR RE-REVIEW

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The procurement of supplies of steel for this bridge also will be impossible unless the special urgency of the project is recognized. In general, 5% of the planned project and 36% of the total project have been completed.

d. Neisse bridge at Forst

The reconstruction of the bridge has been completed. It was opened to traffic on 15 March 1952. The following additional details of the bridge have been obtained: The height of the bridge above water level is about 5.50 meters. The sides of the bridge are not joined together at the top. The height of the sides of the bridge is exactly that of a closed freight car.

2. Reichsbahn report on the 1952 repair plan

- a. As regards the repair of locomotives, the original figure of 4,226 locomotives has been raised to 4,700.** The purpose of this is:
- 1) to reduce the number of locomotives which have to be withdrawn (abberufen) immediately.
 - 2) to ensure that the necessary number of reserve locomotives is obtained.
 - 3) to improve the general condition of the locomotive park.

These locomotives are to be repaired in the RAWs***, railroad maintenance shops, and people's owned concerns. Repair work at the RAW's is slowing up, because of the insufficient supply of smoke and flame tubes and copper and steel sheet metal. The people's owned concerns have expressed doubts as to whether they will be able to repair the 300 locomotives allocated to them.

- b. It is expected that the plan for the repair of railroad cars will be fulfilled except at the largest RAW (Eberswalde), where there is a marked shortage of labor, because of the drain on labor occasioned by large scale extensions to the ABUS works.
- c. In regard to supplies of materials, there is a great shortage of strip iron. The situation is becoming serious as a result of the restriction on deliveries from Poland, which will have an appreciable effect on the fulfillment of the plan. Diesel-driven car (Triebwagen) and motor locomotive repairs will be performed at the Wittenberge and Dessau RAWs, as there is a lack of spares for Maybach, Deutz, Daimler Benz, Man, DBK and Henschel motors, and also the repair of S-Bahn cars.

3. Railroad car construction

According to a projected contract between the Reichsbahn and the Ministry of Machine Construction, a large number of RR and RA cars are to be built. The numbers involved are 1,600 six-axled RR cars with a carrying capacity of 80 tons and 700 four-axled RA cars with a carrying capacity of 50 tons respectively. Projected deliveries will take place as follows:

First quarter 1952	-	500 RR cars	80 tons
Second quarter 1952	-	700 RR cars	80 tons
Third quarter 1952	-	400 RR cars	80 tons and
		300 RR(sic) cars	50 tons
Fourth quarter 1952	-	400 RR(sic) cars	50 tons
Total	-	2,300 RR cars	

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4. Stoppage of long-distance traffic to Berlin-Anhalter station

Long-distance trains in the DDR routed to Berlin no longer make use of Anhalter Bahnhof but are routed around the Aussenring to the Ostbahnhof. On the other hand, a certain number of long-distance trains, including those from Erfurt, for instance, are still being routed through the British Sector (Zoologischer Garten) to Ostbahnhof, but are then very quickly routed out of Berlin through the Aussenring.

5. Guben station

Plans for the enlargement of the station at Guben are progressing. It is intended that the present small Bahnbetriebswerk will be eventually enlarged and given a capacity of 36 locomotives.

6. Distribution of acid-carrying tank cars as of 5 March 1952

Central transport administration at HV - Chemie,	
Chemnitz (assignment for people's owned concerns)	- 466 tank cars
SAGs	- 219 tank cars
SAG WISMUT	- 14 tank cars
German Domestic and Foreign Trade (DIA)	- 66 tank cars
Private concerns	- 10 tank cars
DEZ liquid fuels and mineral oils	- 1 tank cars
Undergoing repair	- 34 tank cars

The car park of the central transport administration and the SAGs includes 30 rubberized (gummiert) acid tank cars lined with chamotte tiles. Five lined tank cars are in service with private firms.

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*** Comment: Abbreviation for Reichsbahn-Ausbesserungswerke (railroad major repair shops).

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